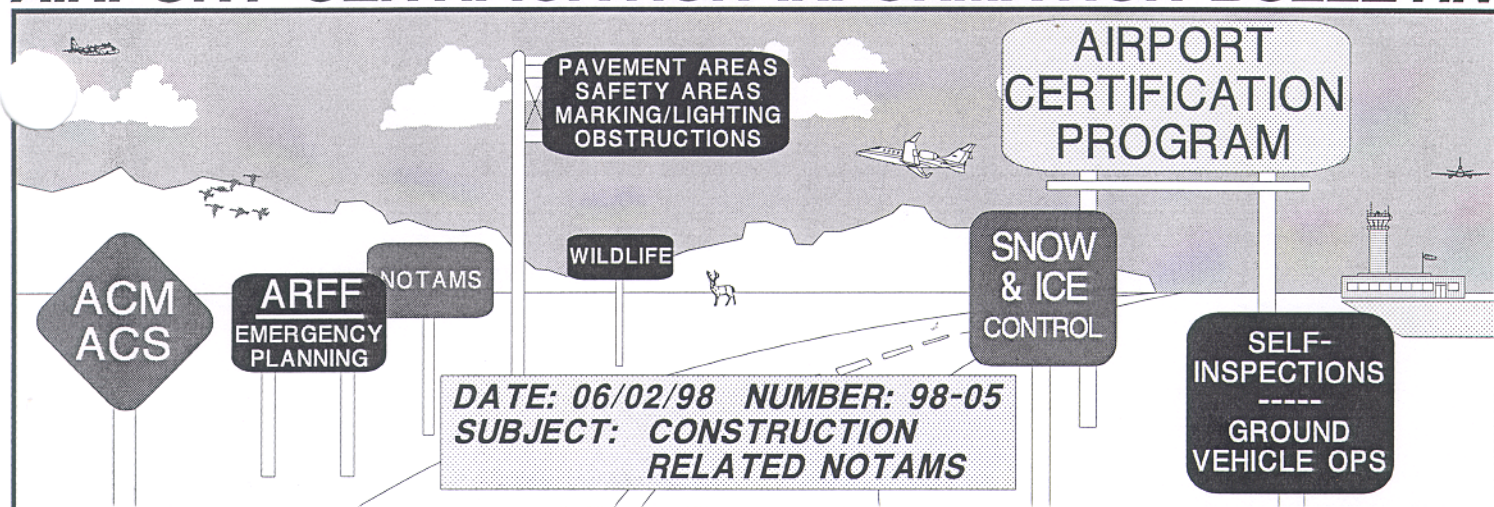


AIRPORT CERTIFICATION INFORMATION BULLETIN



Recently we have encountered incorrect reporting of partially closed runways associated with construction activity. In addition, when the construction results in less than the approved safety area, the associated personnel and equipment working (PAEW) in runway/taxiway safety areas must be the subject of a NOTAM.

1. When a runway length has been reduced due to construction activities, it is imperative that ALL Airport Operators differentiate between usable and non-usable pavement when issuing NOTAMs.

- Do not use the term Displaced Threshold to accommodate a partial runway closure! A displaced threshold implies that the landing threshold for that runway has been moved and the landing length reduced, but that the full runway length remains usable for takeoff operations, and the opposite runway operation remains unaffected.

- A relocation of the runway end results in a reduction in usable runway length, and closes a portion of the runway to all aircraft operations.

As a reminder: When issuing a NOTAM, always use standardized phraseology to minimize any confusion that may lead to improper documentation of your NOTAM. Note: the term "Relocated Threshold" is NOT approved phraseology. When issuing a NOTAM, refer to this portion of the runway as CLOSED (CLSD). See attached Appendix 2 and Appendix 3 from AC 150/5200-28B, "Notices to Airmen (NOTAMs) for Airport Operators".

Example: The first 1000 feet of Runway 4R at Municipal Airport is closed to both takeoffs and landings: Airport Identifier 4R/22L NE 1000 CLSD.

2. Anytime a portion of a runway is closed, the runway safety area shifts with the runway end. Airports should maintain the safety area as noted in the approved airport certification manual or specifications. If you have personnel and equipment working inside the safety area, you must NOTAM that condition. Indicate the location of personnel and equipment in relation to the corresponding runway approach end.

Example: PAEW 300 feet east of Runway 27 approach.

For additional information, please reference AC 150/5200-28B, "Notices To Airmen (NOTAMs) For Airport Operators", and AC 150/5370-2C, "Operational Safety On Airports During Construction".